

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC
RAILROAD COMPANY FREIGHT HOUSE
201-211 Third Avenue South
Minneapolis
Hennepin County
Minnesota

HABS No. MN-91

HABS
MINN,
27-MINAP,
17-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Rocky Mountain Regional Office
Department of the Interior
P.O. Box 25287
Denver, Colorado 80225

HISTORIC AMERICAN BUILDINGS SURVEY

Chicago, Milwaukee, St. Paul and Pacific Railroad
Company Freight House
(Milwaukee Road Freight House)

HABS No. MN-91

Location:

201-211 Third Avenue South
Minneapolis
Hennepin County, Minnesota

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Significance:

This Commercial Italianate style structure was constructed in 1879, and substantially enlarged in 1905, the Milwaukee Road Freight House was the city's first major railroad freight depot. It was of paramount importance in defining the downtown rail corridor that separated the flour milling district to the south. When the freight house was nominated to the National Register in 1978, it was the oldest surviving railroad building in Minneapolis.

Description:

This approximately 723 foot (east-west) by 50 foot (north-south) rectangular plan structure fronts on Third Avenue South. The brick structure is one story with second-story sections and basement. The foundation is limestone and the building is constructed with wood roof trusses. The facade features a slightly projecting central bay. Two-story, 30-foot-deep sections (A and D on sketch plan) delineate the front and rear of the original building; each has a flat roof encircled by a denticulated corbelled cornice; windows have limestone segmental arch lintels with keystones. Sections B and C have a gable roof; walls are punctuated by large 6 by 6 foot sash windows alternating with freight doors (section C). All openings in sections B and C have segmental arch lintels of splayed brick.

Interior: Section A holds the front entryway and private offices; section B is a large open office. Both have been significantly remodeled. Brick and wood walls divide several offices and storage rooms from the open warehouse space in section C, which is otherwise unfinished. A basement under the original structure is reached by a stairway and a freight elevator. A classically detailed scale remains by a door next to the freight elevator.

Alterations: In 1905 a two-story, 45 by 220 foot, brick and steel addition was attached to the rear of the building at a cost of \$24,000. A.J. Hart was the architect and builder. A loading platform that extended from the rear of the addition has been removed, as has a 4-foot wide platform that edged the south side of the original structure; a number of windows have been bricked up, and more freight doors added. Dates of these alterations are unknown.

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History:

The architect for the original 1879 structure is unknown. In 1989 the structure is vacant and deteriorating. There has been significant deterioration of the brickwork and roof.

Sources:

Robert M. Frame, III, National Register Nomination for Chicago, Milwaukee, St. Paul and Pacific Railroad Company Station, Train Shed, and Freight House, 1978.

Building Permits, Minneapolis Department of Inspection.

Insurance Maps of Minneapolis, Minnesota, Vol. 3 (New York: Sanborn Map Co., 1912), pp. 245-247.

St. Anthony Falls Rediscovered (Minneapolis: Riverfront Development Coordination Board, 1981).

Minneapolis History Collection Photo Collection, Minneapolis Public Library.

Historian:

Charlene Roise, Jeffrey A. Hess, Historical Consultants
Minneapolis, Minnesota
July, 1989



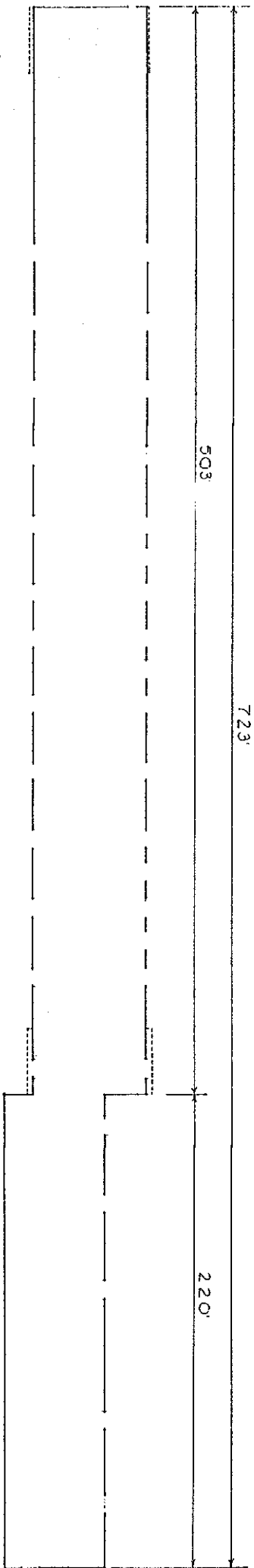
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SECOND FLOOR



FIRST FLOOR



SKETCH PLAN MILWAUKEE ROAD FREIGHT HOUSE MINNEAPOLIS, MN

